container transportation in the main trade routes of India, but keeping in view the limitations of combination carriers and imbalance in the two-way flow of containerised traffic in India's trade, Indian shipping companies charter container vessels as and when necessary. Transchart had no occasion for chartering any container vessel. Details of the two survey vessels chartered by the Chartering Wing for oceanographic survey are as under:—

Sl. No.	Name of Vessel	Flag	Period of Charter
1.	m v. SKANDI SURVEYOR . . .	Norwegian	About 15 months (31-7-82 to 29-10-83).
2.	m. v. FARNELLA	British	About 14 months (7-12-82 to 27-1-84).

(d) The Chartering Wing (TRANSCHART) is responsible for arranging shipment of Government owned controlled cargoes only and not for cargoes moving in the private sector. As for as chartering of ships for Government owned|controlled cargoes is concerned, Transchart is reasonably well equipped to handle the work.

Building of container services in Indian Shipping

2824. SHRI M. RAJAGOPAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the steps taken by the Shipping Corporation of India Ltd. for building of container services and the acquisition of container ships of various tonnage;

(b) how many container ships are presently available with the Shipping Corporation of India with details of DWT, both cellular and non-cellular types; and

(c) what steps are being taken to acquire small container ships of 5000 to 10000 DWT for inland coastal service?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) The Shipping Corporation of India Ltd. has already inducted container oriented vessels in all the major trade routes viz. India|U.K. Continent, India/USA (Atlantic and Pacific), India/Australia, India/Far East Japan, India/East Africa and India/Black Sea-Mediterranean. Presently, they are working on the econd phase in which the existing container services would be strengthened with increased and reliable frequencies. SCI proposes to acquire six fully containerised cellular vessels with capacity to carry 1400 containers per vessel. Besides, two container oriented ships with a total container capacity of 632 TEUs are under construction in Hindustan Shipyard Limited.

(b) Cellular—Nil.

Non-Cellular (Combi ships)—32 vessels of 5,18.089 DWT (with container capacity of 10789 TEUs).

(c) SCI proposes to acquire two small container vessels (feeders) of 300/400 container capacity (7500 DWT each) for movement of containers mainly along the Indian Sub continent Coast.

Arrest of Officers of Bengal Potteries Ltd. in bank fraud case

2825. SHRIMATI ILA BHATTACHARYA: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that the Executive Director and some other

officials of the Bengal Potteries Ltd., Calcutta, were arrested in the case relating to the defrauding of the Punjab National Bank to the tune of Rs. 1.1 crores;

(b) whether the arrested officers have been placed under suspension as required under the rules; and

(c) if not, what are the reasons therefor?

THE MINISTER OF COMMERCE, SUPPLY AND INDUSTRY (SHRI VISHWANATH PRATAP SINGH): (a) The Executive Director and six other officials of M/s. Bengal Potteries Ltd. were arrested in connection with a complaint lodged on 29-12-83 by the Punjab National Bank with the Burrabazar Police Station, alleging that they had committed offences under Sections 120-B, 420, 468 and 471 of Indian Penal Code.

(b) and (c) The arrested persons have not been placed under suspension. The High Court has directed that the persons will be entitled to attend the factory as well as Head Office of Bengal Potteries Ltd. The matter is *sub-judice*.

Allotment of industrial plots of SC/ ST entrepreneurs at Okhla

2826. SHRI (MOLANA) ASRARUL HAQ: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Directorate of Industries, Delhi invited applications from SC/ST entrepreneurs for allotment of industrial plots in the year 1982-83 in functional Industrial Estate for electronics at Okhla; if so, the number of such plots reserved and the number of applications received;

(b) whether it is a fact that some of the SC entrepreneurs who were asked to deposit 50 per cent of the cost of plots could not do so, if so, the number of such entrepreneurs and the number of plots still to be allotted; and

(c) whether it is also a fact that names of some of these entrepreneurs were not included in the draw of lots for the plots due to their alleged non-payment of 50 per cent amount, if so, the reasons therefor and the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI PATTABHI RAMA RAO): (a) Yes, Sir. According to Delhi Administration, 34 plots were reserved for SC/ST entrepreneurs. 29 applications were received from SC/ ST entrepreneurs.

(b) Yes, Sir.

Out of 29 candidates, 24 were found eligible by the Screening Committee and only 9 eligible candidates failed to deposit 50 per cent of the cost. 19 remaining plots have been kept reserved and are yet to be allotted.

(c) Yes, Sir. As per the policy of the Delhi Administration, names of only those candidates who were found eligible by the Screening Committee and deposited 50 per cent cost of the Industrial plots were to be included in the draw of lots.

Delivery of Matadors by M/s. J. J. Motors Corporation, Jhandewalan

2827. SHRI SYED AHMAD HASHMI: Will the Minister of INDUSTRY be pleased to refer to the answer to Unstarred Question 1800 given in the Rajya Sabha on the 10th August, 1984, and state:

(a) whether any information was sent to the remaining 365 applicants by M/s. J. J. Motors Corporation, Jhandewalan, Delhi regarding their registration and the likely period to be taken in allotting the matador vehicles;

(b) if answer to part (a) above be in the negative, what are the reasons therefor; and

(c) what is the number of cases, with full particulars thereof, out of the above, about which information has been received by the Corporation from the Punjab National Bank branches in New Delhi regarding the grant of loans to the applicants?